

19. A pneumatic radial ply tire comprising a tread, two sidewalls, two inextensible annular beads, a radial ply structure having one or more radial plies, and a belt structure located between the tread and the radial ply structure, the tire characterized by:

a fabric underlay disposed between the belt structure and the radial ply structure for supporting tensile loads during both normal-inflated and runflat operating conditions, the fabric underlay comprising high-modulus reinforcing cords being aligned from about 0 degrees to less than 20 degrees with respect to the equatorial plane of the tire;

the belt structure having lateral edges and the fabric underlay having lateral margins which are slightly shorter than the lateral edges of the belt structure;

the high-modulus reinforcing cords being synthetic or textile cords of a material selected from the group consisting of polyester, nylon, rayon, aramid, glass and other rigid, high-modulus materials.

20. The tire of claim 19 in which the cords of the fabric underlay are circumferentially oriented and are prestressed in tension during manufacturing of the tire.

IN THE SPECIFICATION

REPLACE the paragraph beginning at page 8, line 20

(change "gren" to "green")

During the manufacturing process of the tire of the present invention, the fabric underlay is installed as a helically or circumferentially wound, cord-reinforced ribbon upon a blown-up green tire carcass. Subsequent to the application of wrapped fabric overlay, the green tire carcass is blown up to engage the belt structure and the tread to form a completed green tire. The edges of the spirally wound ribbon might overlap during installation, or they can be butt joined, i.e., without overlapping. The reinforcing cords of the helically wound ribbon are oriented at an angle of about 0 degrees to about 5 degrees with respect to the equatorial plane of the blown-up green tire carcass to prestress the reinforcing cords in tension. The completed green tire is then blown up in the curing mold.

REPLACE the paragraph beginning at page 15, line 19

(change "08/805,489" to "08/865,489 (now USP 5,871,600)").

With reference to FIGURE 1, a cross section of a prior art, low-profile, pneumatic radial runflat passenger tire 100, as disclosed in U.S. Patent Application Serial No. 08/865,489 (now USP 5,871,600), having a common assignee with the present invention, and which is incorporated in its entirety herein, is illustrated. The tire 100 has a tread 120, a belt structure 160, a pair of sidewall portions 180,190, a pair of bead regions 220 and a carcass structure 250. Belt structure 160 consists

B6 of two belts 500,520 and a fabric overlay 540 deployed between the bottom portion of tread 120 and the upper parts of the belt structure. The carcass 250 includes a first ply 300 and second ply 400, a gas-impervious liner 340, a pair of beads 260, a pair of bead filler apexes 440, a first pair of inserts 460 and a second pair of inserts 480. The first or innermost insert 460 is located between the inner liner 340 and the first ply 300, and the second insert 480 is located between the first ply 300 and second ply 400. Fabric overlay 540 is disposed beneath or radially inward of tread 120 and on top of, or radially outward from, belt structure 160. The reinforced sidewalls of carcass structure 250 gives the tire 100 a limited runflat capability

REPLACE the following paragraph beginning at page 28, line 24
(change "overlay" to "underlay")

B7 The circumferential tread stiffening benefits of the circumferentially oriented reinforcing cords 62 of the fabric underlay 60 (as shown in FIGURE 4A) derive from the manufacturing process during which the fabric underlay is deployed upon the tire in such a way that causes the reinforcing cords to be prestressed in tension. Referring to FIGURE 8D, the tensile-prestressed cords (not shown) in the fabric underlay 60, by virtue of being prestressed in tension, are more readily able to resist the additional tensile stresses associated with the sort of upward buckling of the tread 12 as such buckling is shown in FIGURE 6C.

REPLACE the following paragraph beginning at page 29, line 28
(grammatical ambiguity clarified, and a typo corrected)

B8 The fabric underlay 60 is applied upon the green carcass after the blow-up process on a conventional tire building drum. The blow-up process is well known in the art. That is, the fabric underlay is applied to the green carcass after the carcass is initially blown up but prior to being "blown-up" into the belt and tread. There are two methods by which the fabric underlay 60 can be applied upon the blown up green carcass. The first method is to apply the fabric underlay 60 as a single "ply" having approximately the width of the tread. In this first method of installation, the reinforcement cords are inclined between about 0 degrees and about 30 degrees with respect to the equatorial plane EP of the tire, preferably between about 0 degrees and about 20 degrees with respect to the equatorial plane EP, and most preferably at about 0 degrees with respect to the equatorial plane EP.

REPLACE the following paragraph beginning at page 30, line 28
(change "overlay 60" to "underlay 60")

B9 A blow-up of the completed green tire takes place in the curing mold. This final blow-up, which has an amplitude of about 2 percent of the tire's diameter, provides the required pretension or prestressing of the reinforcing cords 62 of the final fabric underlay 60.